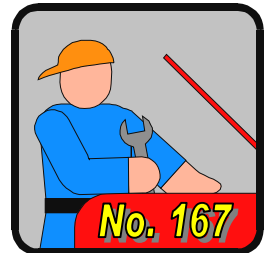


November 2000



MAINTENANCE BULLETIN

Alfa Company



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You are invited to send your ideas for, improving maintenance procedures, suggestions for articles, or comments on material published in the Maintenance Bulletin. Just write to the address below:

Officer in Charge, NAVFACENGCOMDET.

SEABEE LOGISTICS CENTER

1000 23RD Avenue
Building 1000
Port Hueneme, CA 93043-4410

Points of Contact for CBC Logistics Support (N4)

Due to the disestablishment of the Seabee Logistics Center and the re-organization of the Construction Battalion Center, the following Points of Contacts are provided. The suffix for all e-mail addresses is @cbchue.navfac.navy.mil

<u>Name</u>	<u>Function</u>	<u>DSN (551)</u>	<u>E-Mail Address</u>
Jude Gallagher	Acquisition	3084	GallagerJS
Ruben Frutos	ABFC/TOE	1898	FrutosR
Gene Starna	ILS	1864	StarnaGP
Mike Knight	CESE Management	3099	KnightMD
Juan Alamares	Commodity Management	1925	AlamaresJM
Gerald Cornelius	Technical Support	3045	CorneliusGK
Bill Mauzey	COSAL/APL	1913	MauzeyBE
Racheal Majeno	COSAL	1834	MajenoRV
Cindy Schwieder	Technical Manuals	1918	SchwiederCJ
Phyllis Myers	Supply Support	1915	MyersPJ

SUBJ/SAFETY OF USE//
POC/BILL MAUZEY/CIV/SLC PORHUE CA CODE 47BEM/-/TEL:DSN
551-1913 /TEL:(805) 982-1913//

RMKS/1. FIRESTONE INC. ANNOUNCED A RECALL OF ALL ORIGINAL EQUIPMENT AND REPLACEMENT P235/75R15 FIRESTONE RADIAL ATX AND RADIAL ATX II TIRES. ADDITIONALLY, FIRESTONE HAS RECALLED P235/75R15 WILDERNESS AT TIRES MANUFACTURED AT FIRESTONE'S DECATUR, ILLINOIS PLANT, WHICH HAVE CODE VD IMPRINTED ON THE SIDEWALL.

2. THESE TIRES WILL GENERALLY BE FOUND ON SPORT UTILITY VEHICLES, PICKUP TRUCKS AND VANS. A ONE-TIME INSPECTION OF THESE VEHICLES AND TIRE STOCK IS HIGHLY RECOMMENDED TO IDENTIFY DEFECTIVE OR RECALLED TIRES.

3. YOU DO NOT HAVE TO WAIT FOR A RECALL LETTER TO HAVE YOUR TIRES REPLACED. IF YOU HAVE ANY SUSPICION THAT YOUR PRESENT TIRES MAY BE DEFECTIVE, IMMEDIATELY TAKE THE VEHICLE TO THE NEAREST FIRESTONE DEALER FOR TIRE INSPECTION AND REPLACEMENT. ADDITIONALLY, IT IS RECOMMENDED THAT PERSONNEL CHECK THEIR PRIVATELY OWNED VEHICLES FOR THESE TIRES.

4. UNITS WHO HAVE THESE RECALLED TIRES SHOULD CALL THERE NEAREST LOCAL FIRESTONE RETAILER TO SET UP AN APPOINTMENT FOR AN EXCHANGE. BECAUSE THE PREPONDERANCE OF INCIDENTS IS IN FOUR SOUTHERN STATES AND GIVEN THE LIMITED SUPPLY OF REPLACEMENT TIRES AT THIS TIME, THE COMPANY WILL BE UNDERTAKING A THREE PHASE RECALL STARTING IN ARIZONA, CALIFORNIA, FLORIDA AND TEXAS. THE SECOND PHASE FOR THE RECALL WILL BE IMPLEMENTED IN ALABAMA, GEORGIA, LOUISIANA, MISSISSIPPI, NEVADA, OKLAHOMA AND TENNESSEE. THE FINAL PHASE WILL INCLUDE THE REMAINDER OF THE STATES.

5. CUSTOMERS WHO NEED ASSISTANCE OR FOR THE LOCATION OF THE NEAREST FIRESTONE DEALER CAN CALL THE TOLL-FREE CUSTOMER SERVICE NUMBER AT 1-800-465-1904.

6. UNITS WHO HAVE THESE RECALLED TIRES AND DO NOT HAVE A LOCAL FIRESTONE DEALER MAY CONTACT YOUR BRIGADE EQUIPMENT OFFICE OR THE SEABEE LOGISTICS CENTER FOR ASSISTANCE. THE POCS AT SLC ARE BILL MAUZEY AT DSN 551-1913 OR CMCS SCW) MYERS AT DSN 551-5509.

SUBJECT: SAFETY OF USE MESSAGE (SOUM), TACOM CONTROL NO. SOUM-01-001 "TECHNICAL", ITEM AFFECTED: TIRE, NSN 2610-01-148-1634, USED ON THE M1009 COMMERCIAL UTILITY CARGO VEHICLE (CUCV), TRUCK UTILITY 3/4 TON, NSN 2320-01-123-2665, LIN T05028, AND TIRE NSN 2610-01-154-3985, USED ON UNSPECIFIED COMMERCIAL PASSENGER CARS.

1. DISTRIBUTION:

A. THIS IS A TECHNICAL SAFETY OF USE MESSAGE. MACOM COMMANDERS WILL RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE COMMANDS/ACTIVITIES WITHIN 24 HOURS OF RECEIPT OF THIS MESSAGE AND ACKNOWLEDGE RECEIPT OF THIS MESSAGE WITHIN FIVE WORKING DAYS TO CDRTACOM, WARREN MI // AMSTA-LC-CIPWM// DSN 786-6096, COMMERCIAL (810) 574-6096 OR DDN

ADDRESS: SAFETYOFUSE@TACOM.ARMY.MIL.

B. MACOM COMMANDERS WILL ALSO TRACK AND REPORT COMPLIANCE OF THIS MESSAGE FOR ALL SUBORDINATE COMMANDS/ACTIVITIES WITHIN 20 DAYS TO:

CDRTACOM, WARREN MI//AMSTA-LC-CJT//DSN 786-4258/4271, COMMERCIAL (810)574-4258/4271 OR COLEMAAN@TACOM.ARMY.MIL OR COTTONED@TACOM.ARMY.MIL.

2. PROBLEM: FIRESTONE TIRES MODEL FIREHAWK ATX, SIZE 31X10.50R15LT, NSN 2610-01-148-1634, USED ON THE M1009 CUCV AND MODEL ATX, SIZE P225/75R15, NSN 2610-01-154-3985, USED ON GSA OR COMMERCIAL PASSENGER CAR VEHICLES, ARE AMONG THE TIRES IDENTIFIED BY THE NATIONAL TRAFFIC HIGHWAY TRAFFIC SAFETY ADMINISTRATION TO HAVE "HIGH TREAD SEPARATION RATES." ACCORDING TO OUR RECORDS TACOM PURCHASED A QUANTITY OF 1450 FIREHAWK ATX TIRES IN 1990 AND 8500 ATX PASSENGER CAR TIRES IN 1994. THE OTHER FIRESTONE TIRES IDENTIFIED TO HAVE A "HIGH TREAD SEPARATION SAFETY RISK", NOT SUPPLIED BY TACOM, BUT MAY HAVE BEEN PURCHASED BY UNITS THROUGH GSA OR LOCAL SUPPLY CHANNELS, MAY ALSO BE ON SOME VEHICLES. SEE PARAGRAPH 3.D. BELOW FOR A COMPLETE LISTING OF THESE TIRES. CONTINUED USE OF ANY OF THE IDENTIFIED FIRESTONE TIRES ON THE LIST REPRESENTS A POTENTIAL SAFETY RISK, INVOLVING CATASTROPHIC FAILURE OF THE TIRE AND LOSS OF VEHICLE CONTROL.

3. USER ACTIONS:

A. THIS IS ONE TIME INSPECTION OF YOUR VEHICLES AND ASL/PLL STORAGE SITES TO DETERMINE IF THE FIRESTONE TIRES IDENTIFIED IN PARAGRAPH 3.D. ARE INSTALLED OR ARE IN STORAGE.

B. INSPECT ALL VEHICLES PRIOR TO THE NEXT OPERATION OR WITHIN 20 DAYS FROM RECEIPT OF THIS MESSAGE. THE INSPECTION CONSISTS OF IDENTIFYING THE PARTICULAR FIRESTONE TIRES WHICH MAY BE SUBJECT TO FAILURE AND MARKING THEM FOR

REPLACEMENT. VEHICLES WITH SUSPECT TIRES WILL BE IMMEDIATELY CLASSIFIED AS NON-MISSION CAPABLE UNTIL THE TIRES HAVE BEEN REPLACED. ONCE IDENTIFIED FIRESTONE CUCV TIRES HAVE BEEN REPLACED, UNITS WILL SUBMIT A QDR TO TACOM FOR REIMBURSEMENT. FOR ALL OTHER VEHICLES WITH IDENTIFIED FIRESTONE TIRES, REPLACEMENT SHOULD BE ACCOMPLISHED AT AN AUTHORIZED FIRESTONE DEALER.

C. THE FOLLOWING INSPECTIONS CAN BE PERFORMED BY OPERATORS AND/OR ORGANIZATIONAL MAINTENANCE. INSPECT ALL M1009 CUCVS, COMMERCIAL VEHICLES, AND PLL/ASL STOCK FOR THE PRESENCE OF THE FIRESTONE TIRES INCLUDED IN THE LIST BELOW. INSPECT ALL TIRE SIDEWALLS, TO INCLUDE SPARE TIRES, FOR MANUFACTURERS NAME, TIRE MODEL, SIZE AND PLANT CODE. YOU NEED ONLY TO BE CONCERNED WITH FIRESTONE TIRES IN THE MODEL, SIZE, AND PLANT CODE IDENTIFIED IN THE LIST. THE PLANT CODE IS PART OF THE DEPARTMENT OF TRANSPORTATION (DOT) CODE LOCATED ON THE TIRE. THE DOT CODE IS LOCATED ON THE BLACKWALL/INWORD SIDE OF THE TIRE, AND NOT ON THE OUTSIDE OF THE TIRE, SPECIAL CARE MUST BE TAKEN TO ENSURE THE VEHICLE IS PARKED AND CHALKED CORRECTLY WITH THE PARK BRAKE APPLIED AS YOU MAY NEED TO CRAWL UNDERNEATH THE VEHICLE WITH A FLASHLIGHT TO FIND THE CODE. THE FIRST TWO LETTERS OF THE DOT CODE ARE THE PLANT CODE. NOTE: "ONLY TWO TIRES ON THE LIST HAVE BEEN PROVIDED BY TACOM. ALL OTHER LISTED TIRES MAY HAVE BEEN PURCHASED THROUGH LOCAL SUPPLY CHANNELS.

TIRE MODEL	SIZE	PLANT CODE
ATX	P205/75R15	VD
ATX	P225/75R15	HY
ATX	30X9.50R15LT	VD
ATX	31X10.50R15LT	VD
ATX	32X11.50R15LT	VD
ATX	31X10.50R16.5LT	VD
ATX	33X12.50R16.5LT	VD
FIREHAWK ATX	27X8.50R14LT	VD
FIREHAWK ATX	235/75R15	VD
FIREHAWK ATX	30X9.50R15LT	VD
FIREHAWK ATX	31X10.50R15LT	VD (CUCV)
FIREHAWK ATX	32X11.50R15LT	VD
FIREHAWK ATX	33X12.50R15LT	VD
FIREHAWK ATX	265/75R16LT	VD
FIREHAWK ATX	255/85R16LT	VD
FIREHAWK ATX	31X10.50R16.5LT	VD
FIREHAWK ATX	33X12.50R16.5LT	VD
ATX 23 DEGREE	31X10.50R15LT	VD
ATX 23 DEGREE	33X12.50R16.5LT	VD
WIDETRACK RADIAL BAJA	P225/75R15	HY
WIDETRACK RADIAL BAJA AS	32X11.50R15LT	VD
WILDERNESS AT	P235/70R16	W2
WILDERNESS AT	33X12.50R16.5LT	VD

WILDERNESS HT	P255/70R15	VD
WILDERNESS AT	P235/75R15	VD
ATX	P235/75R15	ANY PLANT
ATX II	P235/75R15	ANY PLANT

D. IF YOU FIND FIRESTONE TIRE MODEL FIREHAWK ATX, SIZE 31X10.50R15LT, NSN 2610-01-148-1634, ON YOUR VEHICLES OR IN STORAGE, REPLACE THE TIRES AND SUBMIT A QUALITY DEFICIENCY REPORT (QDR), SF 368, FOR REIMBURSEMENT AND DISPOSITION INSTRUCTIONS. ON THE QDR IDENTIFY THE TIRE, VEHICLE NSN, AND UNDER THE REMARKS SECTION INDICATE THE INSPECTION PERFORMED, AND THE NUMBER OF FIRESTONE TIRES YOU HAVE. IN OCONUS LOCATIONS COMMANDERS HAVE THE OPTION TO CONTACT THEIR LOCAL AUTHORIZED FIRESTONE DEALER FOR REPLACEMENT AND REIMBURSEMENT.

E. FOR THE REMAINING FIRESTONE TIRES IDENTIFIED IN PARAGRAPH 3.D. THAT YOU FIND ON ANY VEHICLE, WE RECOMMEND REPLACING THE TIRES. TO REPLACE TIRES CONTACT YOUR LOCAL AUTHORIZED FIRESTONE DEALER TO FIND A SERVICE CENTER NEAR YOU. CONTACT FIRESTONE AT THEIR TOLL FREE HOT-LINE 1-800-465-1904 IN THE U.S. OR 1-888-276-2120 IN PUERTO RICO OR VISIT THEIR WEBSITE AT WWW.BRIDGESTONE-USA.COM.

F. UNIT COMMANDERS, CONTACT YOUR LOCAL TACOM LOGISTICS ASSISTANCE REPRESENTATIVE (LAR) OR YOUR STATE SURFACE MAINTENANCE MANAGER UPON RECEIPT OF THIS MESSAGE FOR ASSISTANCE. FOR ASSISTANCE IN LOCATING YOUR TACOM LAR, SEE PARAGRAPH 6D.

4. TACOM ACTIONS: THE PREVIOUSLY IDENTIFIED FIRESTONE TIRE MODELS ARE SUSPENDED FROM FUTURE PROCUREMENTS.

5. SUPPLY STATUS: TIRES, 31X10.50R15LT, NSN 2610-01-148-1634, AND P225/75R15, NSN 2610-01-154-3985 ARE BOTH TACOM (AKZ) MANAGED ITEMS WITH SUFFICIENT STOCK AVAILABLE FOR REQUEST THROUGH THE NORMAL SUPPLY REQUISITIONING SYSTEM. ON HAND STOCK IS NON-FIRESTONE.

6. POCS:

A. ANDERSON COLEMAN, AMSTA-LC-CJT, COLEMAAN@TACOM.ARMY.MIL, DSN 786-4258.

B. DANIEL COTTONE, AMSTA-LC-CJT, COTTONED@TACOM.ARMY.MIL, DSN 786-4271.

C. MARCIA MCDANIELS, AMSTA-LC-CHLC, CDANIELM@TACOM.ARMY.MIL, DSN 786-5991.

D. TO FIND YOUR TACOM LAR, LOG ONTO THE ARMY ELECTRONIC PRODUCT SUPPORT WEB SITE AT HTTP://AEPS.RIA.ARMY.MIL. ONCE LOGGED INTO THE AEPS SITE, SELECT THE LAR LOCATOR SERVICE, THEN SELECT THE APPROPRIATE REGION, I.E.: CONUS, USAREUR, FAR-EAST, KUWAIT. SELECT THE LOCATION NEAREST YOU AND CLICK ON A NAME. THIS WILL GIVE YOU A LAR'S NAME, DSN AND COMMERCIAL PHONE NUMBER, EMAIL ADDRESS, AND PHOTO. IF YOU

DON'T HAVE ACCESS TO AEPS, YOU CAN ALSO OBTAIN THIS INFORMATION BY CONTACTING THE TACOM SENIOR COMMAND REPRESENTATIVE (SCR) FOR YOUR AREA. CONUS (INCLUDES NATIONAL GUARD, CONUS ARMY RESERVE UNITS, SOUTHCOM, AND KUWAIT) DSN 367-6204/6293, COMMERCIAL 404-464-6204/6293; USAREUR (GREAT BRITAIN, GERMANY, BELGIUM, LUXEMBURG, ITALY, BOSNIA, KOSOVO, AND MACEDONIA) DSN 375-6128/7436, COMMERCIAL 01149-621-487-3461/6218, FAR EAST (INCLUDES ALASKA, HAWAII, KOREA, OKINAWA, KWAJALEIN, AND JAPAN) DSN 315-722-3036/3881, COMMERCIAL 011 82 32 520-6036/6881.

SUBJECT: SAFETY OF USE MESSAGE (SOUM), TACOM CONTROL NO. SOUM-01-002 "TECHNICAL", ITEM AFFECTED: M915A2 TRUCK, TRACTOR; NSN: 2320-01-272-5029, LIN: T61103, M916A1 LET; NSN: 2320-01-272-5028, M916A2 LET; NSN: 2320-01-431-1163, M916A1E1 BOAT HAULER; NSN: 2320-01-407-6487, LIN: T91656, M917A1 TRUCK, DUMP HEAVY; NSN: 3805-01-431-1165 AND M917A1W/MCS TRUCK, DUMP HEAVY; NSN: 3805-01-432-8249.

1. DISTRIBUTION:

A. THIS IS A "TECHNICAL" SAFETY OF USE MESSAGE. MACOM COMMANDERS WILL RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE COMMANDS/ACTIVITIES WITHIN 24 HOURS OF RECEIPT OF THIS MESSAGE AND ACKNOWLEDGE RECEIPT OF THIS MESSAGE WITHIN FIVE WORKING DAYS TO:

CDRTACOM, WARREN MI //AMSTA-LC-CIPWM// DSN 786-6096, COMMERCIAL (810) 574-6096 OR DDN ADDRESS: SAFETYOFUSE@TACOM.ARMY.MIL.

B. MACOM COMMANDERS WILL ALSO TRACK AND REPORT COMPLIANCE OF THIS MESSAGE FOR ALL SUBORDINATE COMMANDS/ACTIVITIES TO: THE APPROPRIATE PEO/PM/WSM, IDENTIFIED IN PARAGRAPH 6A, NLT 30 DAYS FROM RECEIPT.

2. PROBLEM: RECENT FIELD AND QDR REPORTS INDICATE THAT SUBJECT TRUCKS EQUIPPED WITH THE DUAL VOLTAGE ALTERNATOR CONTROL (DUVAC) 5340-01-338-6746 ARE EXPERIENCING PREMATURE FAILURES. TACOM IS AND HAS REVIEWED NUMEROUS REPORTS OF DUVAC FAILURES AND FIRE FROM VARIOUS NG & RESERVE UNIT LOCATIONS. NOTEWORTHY WAS ONE QUALITY DEFICIENCY REPORT WHICH INDICATED A DUVAC SHORTED OUT AND IGNITED THE ENGINE COMPARTMENT CAUSING THOUSAND OF DOLLARS IN DAMAGE.

3. USER ACTIONS: TACOM IS DIRECTING THAT UPON RECEIPT OF THIS MESSAGE EACH UNIT IS TO MAKE A COMPLETE INSPECTION OF THEIR M915 FREIGHTLINER FAMILY OF VEHICLES, CONSISTING OF THE M915A2, M916A1 AND M916A2 TRACTORS AND M917A1 DUMP TRUCK. EACH VEHICLE IN YOUR FLEET IS CONSIDERED NMC UNTIL THE COMPLETE INSPECTION DESCRIBED BELOW HAS BEEN COMPLETED. FAILURE TO COMPLY WITH REQUIREMENTS IN THIS MESSAGE MAY

RESULT IN ENGINE COMPARTMENT FIRES AND EXTENSIVE DAMAGE TO THE VEHICLE AND PERSONNEL INJURY.

A. MECHANICS ARE TO CHECK ALL TRUCKS AND IN-STOCK DUVACS FOR SERIAL NUMBERS THAT WERE MANUFACTURED IN THE YEAR 1991 OR EARLIER. THESE DUVACS WERE MANUFACTURED WITH AN ELECTRICAL SEALANT THAT SEPARATED DUE TO HEAT. ALL DUVACS MANUFACTURED IN 1991 OR EARLIER "MUST BE" REPLACED IMMEDIATELY. TACOM ISSUED A MAM IN 1997 (MAM-97-008) THAT EXPLAINS HOW THE FIRST TWO DIGITS OF THE SERIAL NUMBER REPRESENT THE YEAR THE DUVAC WAS MANUFACTURED. THE MAM REQUIRED UNITS TO INSPECT VEHICLES FOR DUVACS THAT HAD SERIAL NUMBERS BEGINNING WITH A 91 OR EARLIER NUMBER. TACOM AND FREIGHTLINER PROVIDED A FREE ISSUE, ONE FOR ONE REPLACEMENT DUVAC TO ALL UNITS THAT RESPONDED.

NOTE: TACOM FUNDED DUVAC REPLACEMENTS PER MAM-97-008 HAVE NOW EXPIRED. YOUR 91 OR EARLIER DUVACS THAT NOW REQUIRE REPLACEMENT ARE TO BE REPLACED AT THE UNITS OWN COST. TACOM NOR FREIGHTLINER WILL NO LONGER PROVIDE THEM FREE OF CHARGE.

B. MECHANICS WILL INSPECT EACH DUVAC FOR SIGNS OF SCORCHED PAINT, SCORCHED WIRES, CONNECTIONS, OR SIGNS OF ARCING BETWEEN TERMINAL POSTS. IF ANY OF THESE CONDITIONS ARE EVIDENT, REPLACE THE DUVAC IMMEDIATELY.

C. MECHANICS WILL INSPECT THE DUVAC FOR PROPER INSTALLATION PER TM 9-2320-363-20-2(C3), PAGE 4-202. INSURE THAT THE DUVAC WIRES AND TERMINALS ARE SECURE. LOOSE WIRES WILL CAUSE OVERHEATING AT THE DUVAC AND CAN CAUSE THE DAMAGE DESCRIBED ABOVE. "DO NOT" OVER TIGHTEN THE DUVAC WIRE NUTS AGAINST THE POTTING/ENCAPSULATE AS THIS COULD CAUSE THE TERMINALS TO PULL OUT.

D. MECHANICS WILL INSPECT BATTERY CABLES FOR PROPER INSTALLATION PER TM 9-2320-363-20-2, PAGE 4-257.0.

E. MECHANICS WILL INSPECT THE WIRING HARNESSSES THROUGHOUT THE ENGINE COMPARTMENT FOR FRAYED, SPLIT OR DAMAGED INSULATION. INSURE HARNESSSES ARE SECURELY FASTENED WITH TIE STRAPS (4 INCH STRAP NSN 5975-00-903-2284, 6 INCH STRAP NSN 5975-00-984-6582, 13.35 INCH STRAP NSN 5975-00-935-5946) AT KEY LOCATIONS, SUCH AS THE MAIN WIRE HARNESS ATTACHED TO ENGINE LIFTING EYE BRACKET ON BACK OF ENGINE NEAR EXHAUST MANIFOLD.

F. MECHANICS WILL INSPECT BATTERIES PER TM 9-6140-200-14, CHAPTER 3 TO INSURE THEY ARE FULLY CHARGED TO EQUAL VALUE. A MINIMUM OF 12.8 VOLTS IS RECOMMENDED. BATTERIES MUST BE SERVICED OR REPLACED UNTIL YOU ACHIEVE THE REQUIRED VALUES. SERVICE ALL BATTERIES AT ONCE WITH EITHER FOUR NEW OR FOUR EQUALLY CHARGED BATTERIES.

G. MECHANICS WILL INSPECT THE DUVAC FOR PROBLEM-FREE OPERATION BY PERFORMING THE FOLLOWING 'CHECKS' WITH THE POSITIVE

VOLTMETER/MULTIMETER LEAD CONNECTED TO THE ALTERNATOR TERMINAL, CENTER POST OF THE DUVAC.

1. 'CHECK' FOR 'UNDERCHARGE' OF 24-VOLT BATTERY BANK BY STARTING THE ENGINE AND OBSERVING THE VOLTMETER AS THE RPM IS RAISED.

A. IF THE VOLTAGE DOES NOT EXCEED 15 VOLTS, REPLACE THE DUVAC.

B. IF THE VOLTAGE CLIMBS INTO THE 24-VOLT ZONE BUT IMMEDIATELY SWITCHES TO 12 VOLT, SHUT ENGINE DOWN AND PROCEED TO THE NEXT STEP.

2. 'CHECK' THE REGULATOR BY RESTARTING THE ENGINE AND OBSERVING THE VOLTMETER/MULTIMETER. THE VOLTAGE WILL CLIMB AS THE ALTERNATOR BEGINS TO CHARGE THE BATTERIES. AFTER APPROXIMATELY 60-90 SECONDS, THE ALTERNATOR OUTPUT SHOULD DROP TO "0". AFTER APPROXIMATELY 2 SECONDS, THE ALTERNATOR WILL RE-ENERGIZE AND THE OUTPUT VOLTAGE SHOULD IMMEDIATELY CLIMB TO 28-30 VOLTS.

A. IF THE REGULATOR DOES NOT CYCLE AS INDICATED, REPLACE THE REGULATOR.

B. IF THE REGULATOR CYCLES PROPERLY AND THE VOLTAGE DOES NOT EXCEED 15 VOLTS, REPLACE THE DUVAC.

3. 'CHECK' FOR POTENTIAL 24 VOLT BATTERY BANK 'OVERHEATING' BY STARTING THE ENGINE, TURNING ON HEADLIGHTS AND OBSERVING THE VOLTMETER AS THE ENGINE RPM IS SLOWLY INCREASED.

A. IF THE VOLTAGE DOES NOT EXCEED 31 VOLTS AND THE DUVAC DOES NOT SWITCH, THE PROBLEM IS THE BATTERIES IN THE 24 VOLT BANK. ALL BATTERIES MUST BE REPLACED.

B. IF THE VOLTAGE EXCEEDS 31 VOLTS, THE BATTERIES IN THE 24-VOLT BATTERY BANK EXCEED 15 VOLTS, AND THE DUVAC DOES NOT SWITCH, REPLACE THE DUVAC.

H. AVOID SLAVE STARTING WHENEVER POSSIBLE. IF SLAVE STARTING IS NECESSARY, USERS MUST FOLLOW THE SLAVE STARTING PROCEDURES IN TM 9-2320-363-10 PAGE 2-122. BE ALERT FOR IRREGULAR CHARGING AFTER STARTING.

NOTE: IMPROPER SLAVE STARTING OR UNAUTHORIZED AND IMPROPERLY INSTALLED ELECTRICAL EQUIPMENT CAN BE ONE CAUSE OF PREMATURE DUVAC FAILURE, ELECTRICAL PROBLEMS OR EVEN TRUCK FIRES.

I. WHENEVER TROUBLESHOOTING CHARGING PROBLEMS INDICATE THE DUVAC AS THE CAUSE, REPLACE THE DUVAC IMMEDIATELY.

J. IF YOUR DUVAC EQUIPPED VEHICLE IS NOT GOING TO BE USED FOR APPROXIMATELY 5 DAYS OR LONGER, UNIT MECHANICS WILL DISCONNECT THE BATTERY CABLES ON YOUR M915 FREIGHTLINER VEHICLES. REFER TO TM 9-2320-363-20-2, PAGE 4-25.0.

K. THE ABOVE ELECTRICAL INSPECTIONS ARE TO BE CONDUCTED AT INTERVALS AS DESCRIBED BELOW:

1. SEMIANNUAL ON VEHICLES THAT ARE BEING USED OR EXERCISED REGULARLY.

2. VEHICLES THAT EXPERIENCE CHARGING PROBLEMS OR VOLTAGE IRREGULARITIES DURING OPERATION SHOULD BE SHUT DOWN, RETURNED TO THE UNIT MOTOR POOL, INSPECTED, AND CORRECTIVE ACTIONS PERFORMED IMMEDIATELY.

3. PRIOR TO EACH USE ON VEHICLES THAT SIT IDLE FOR 30 DAYS OR LONGER.

L. FAILURE TO COMPLY WITH ANY OF THE ABOVE INSTRUCTIONS MAY CAUSE PREMATURE DUVAC FAILURE RESULTING IN ENGINE COMPARTMENT FIRES AND EXTENSIVE DAMAGE TO THE VEHICLE OR INJURY TO PERSONNEL. USERS ARE REMINDED THAT THE DUVAC SYSTEM IS SERVICEABLE AND SAFE PROVIDING IT IS OPERATED AND CARED FOR IAW THIS MESSAGE.

M. UNIT COMMANDERS, CONTACT YOUR LOCAL TACOM LOGISTICS ASSISTANCE REPRESENTATIVE (LAR) OR YOUR STATE SURFACE MAINTENANCE MANAGER UPON RECEIPT OF THIS MESSAGE FOR ASSISTANCE. FOR ASSISTANCE IN LOCATING YOUR TACOM LAR, SEE PARAGRAPH 6C.

4. TACOM/PM ACTIONS:

A. TACOM HAS BEEN WORKING WITH FREIGHTLINER ON A NEW CHARGING SYSTEM WHICH WILL SOON BE AVAILABLE FOR USE ON THE M915 FOV. THE NEWLY PROPOSED CHARGING SYSTEM CONSISTING OF A BATTERY EQUALIZER AND VOLTAGE REGULATOR WILL REPLACE THE DUVAC. THIS NEW SYSTEM IS BEING CONFIGURED INTO KITS FOR REPLACEMENT ONTO THE M915 FOV THROUGH ATTRITION. THE EQUALIZER WILL KEEP ALL FOUR BATTERIES EQUALLY CHARGED THUS ELIMINATE THE PROBLEM OF OVER OR UNDER CHARGING.

B. WILL SEEK TO CREATE AND FUND A MODIFICATION WORK ORDER CONSISTING OF THE FOLLOWING COMPONENTS:

1. BATTERY CUT-OFF SWITCH THAT WILL ELIMINATE DEEP BATTERY DISCHARGE DURING LONG TERM STORAGE.

2. STAND-OFF BRACKETS THAT WILL PREVENT WIRES FROM CHAFFING AGAINST THE DUVAC HEAT SINK.

3. SLAVE START DECAL REMINDING MECHANICS TO USE PROPER SLAVE START PROCEDURES.

C. TACOM WILL NOTIFY ALL USERS AS SOON AS THE MODIFICATION KITS ARE AVAILABLE AND THE PROCESS PROCEDURES FOR INSTALLATION KNOWN.

5. SUPPLY STATUS:

A. THE DUVAC NSN 5340-01-338-6746 IS A DLA (S9I) MANAGED ITEM. DLA HAS INITIATED NEW PROCUREMENT WITH ACCELERATED DELIVERIES.

NOTE: THE ONLY AUTHORIZED REPLACEMENT DUVACS ARE TO BE ACQUIRED THROUGH THE GOVERNMENT SUPPLY NETWORK UNDER NSN: 5340-01-338-6746, FROM SURE POWER INC., CAGE: 55156, P/N: 12280F OR FREIGHTLINER TRUCK CORP., CAGE: 64678, P/N: SPW/12280F.

B. ALL SUPPLY, FUNDING AND DISPOSITION ISSUES FOR MWO KITS ARE TO BE DETERMINED.

6. POC'S:

A. AL J. MAKAREWICZ, MAINTENANCE LOGISTICS MANAGER,
DSN 786-7100, COMMERCIAL PHONE (810) 574-7100, E-MAIL
ADDRESS: MAKAREWA@TACOM.ARMY.MIL

B. MARIO MUSOTTO, M915 PROJECT MANAGER, DSN 786-5236,
COMMERCIAL PHONE(810)574-5236,E-MAIL:
MUSOTTOM@TACOM.ARMY.MIL

C. TO FIND YOUR TACOM LAR, LOG ONTO THE ARMY
ELECTRONIC PRODUCT SUPPORT WEB SITE AT
[HTTP://AEPS.RIA.ARMY.MIL](http://AEPS.RIA.ARMY.MIL) ONCE LOGGED INTO THE AEPS SITE,
SELECT THE LAR LOCATION SERVICE, THEN SELECT THE
APPROPRIATE REGION, I.E.: CONUS, USAREUR, FAR-EAST, KUWAIT.
SELECT THE LOCATION NEAREST YOU CLICK ON NAME. THIS WILL
GIVE YOU A LAR'S NAME, DSN AND COMMERCIAL PHONE NUMBER,
EMAIL ADDRESS, AND PHOTO. IF YOU DON'T HAVE ACCESS TO AEPS,
YOU CAN ALSO OBTAIN THIS INFORMATION BY CONTACTING THE
TACOM SENIOR COMMAND REPRESENTATIVE (SCR) FOR YOUR AREA.
CONUS (INCLUDES NATIONAL GUARD, CONUS ARMY RESERVE
UNITS,SOUTHCOM, AND KUWAIT) DSN 367-6204/6293, COMMERCIAL
404-464-6204/6293; USAREUR (GREAT BRITAIN, GERMANY,
BELGIUM, LUXEMBURG, ITALY, BOSNIA, KOSOVO, AND MACEDONIA)
DSN 375-6128/7436, COMMERCIAL 01149 621-487-3461/6218, FAR
EAST (INCLUDES ALASKA, HAWAII, KOREA, OKINAWA, KWAJALIEN,
AND JAPAN) DSN 315-722-3036/3881, COMMERCIAL 011 82 32 520-
6036/6881.

Certain Compactors May Overheat in High Ambient Temperature Conditions

Vibratory Compactor:

CP-433C (PIN: 2JM855-Up)

CS-433C (PIN: 3TM1074-Up)

Description Of Change: Certain compactors may not have vent holes in the top panel.

Adaptable To: This change is effective for the 3TM1027-1073 and 2JM826-854 machines.

Rework Procedure

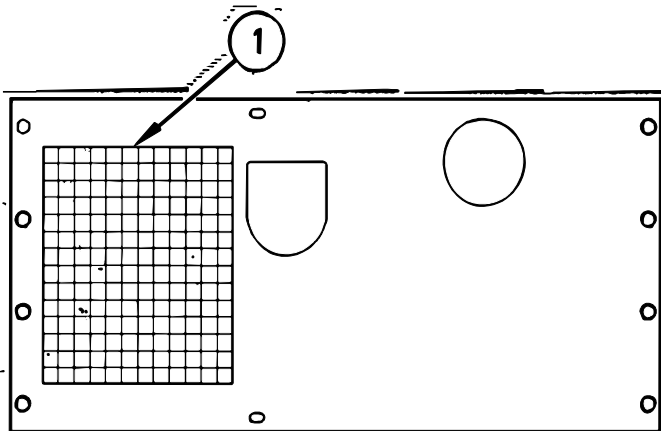


Illustration 1

(1) Vent holes in top panel

Inspect the top panel for vent holes (1).

If the vent holes are not present in the top panel, replace the panel with 180 - 5304 Top Panel.

HMMWV Hot Starts

If you have a HMMWV that will not restart after the engine gets hot, check the serial number of the fuel injection pump. Some pre 1994 GM 6.2L and 6.5L fuel injection pumps have hot engine restart problems. Pumps with serial numbers under the break number shown below should be replaced with a new fuel injection pump that has an improved hydraulic head and rotor assembly.

Pump NR

Serial NR Break

DB2829-4523	7539307
DB2829-4879	8064583
DB2831-5149	7768648
DB2831-5079	7768648

Safe Booster Cable Operation

The following steps should be followed when jump-starting a battery.

1. Connect positive booster cable to positive terminal of discharged battery.
2. Connect other end of positive cable to positive terminal of assisting battery.
3. Connect negative cable to negative terminal of assisting battery.
4. Make final connection of negative cable to engine block of stalled vehicle away from the battery.
5. Be sure that cables are clear of fan blades, belts and other moving parts of both engines.
6. Start vehicle and remove cables in reverse order of connections.

Brake Fluid Loves Water

Glycol brake fluid (DOT3) is hygroscopic, which means, if improperly handled or left to the elements, it absorbs water over time. This can lower the fluid's boiling point and result in system contamination, corrosion, and deterioration of rubber components. Under extreme loads, steam bubbles form in the brake system, which causes a low or spongy pedal when braking. The threat of brake failure is very real. Only regular replacement of the brake fluid will ensure that the brake system is fully functional in all driving situations. It is recommended that you flush and replace glycol-base brake fluid on a regularly scheduled basis of 24 months or 24,000 miles, whichever occurs first, and more often if operating in high rainfall areas, off road, or through high-water.

Battery Basics

Although many of the new batteries are dubbed maintenance free, you still need to follow good preventive maintenance practices when caring for them. The term maintenance free actually refers to the type of grid alloy of the battery and the amount of water a battery will use. Standard lead acid batteries generally use the most water. Low maintenance designs use less water. The least water usage is seen in maintenance free designs. Here are some practical battery maintenance and troubleshooting suggestions that can extend battery life and improve battery performance.

Mount batteries correctly. Proper mounting eliminates unnecessary vibration, a leading cause of battery failure.

Keep battery connections clean and tight. Make sure terminals and connectors are free of dirt and corrosion. Use a wire brush and a water and baking soda solution to clean battery exterior and terminals. Keep applying the solution until the foaming stops. Then rinse the battery with water.

Check cables. A common cause of cranking problems is defective cables and connections. Look for wear, cable damage and corrosion.

Fully charge batteries. Batteries should be charged if the voltmeter reading is below 12.4 open circuit volts. Battery charging consists of forcing a known amount of amps through a battery for a known amount of time. Multiplying these two factors will give a fixed characteristic called ampere-hours. Each discharged battery will require a certain number of ampere-hours of charge to bring it to an acceptable state of charge. The rate of charge in amperes provided by the charger will determine the amount of time required to adequately recharge the battery. If the battery won't come up to full charge of 12.6 volts, replace it.

Make sure the alternator is not overcharging or undercharging. If you're having battery problems, also check the alternator. A belt transmits engine power to drive the alternator. If the alternator belt is torn, frayed or loose, the alternator cannot fully power the system, nor can it fully recharge the battery. This results in low electric power, shorter battery life and a no start condition.

Check the voltage regulator at scheduled intervals. It should also be checked immediately if the battery is hot to the touch, if you experience slow cranking or the lights dim when you're idling. These could be signs that the voltage regulator is undercharging or overcharging.

Check voltage drops across the system. Problems could include loose connections, excessive corrosion or the wrong size cable.

Make sure electrolyte levels never drop below the top of the plates. Maintenance free batteries are designed to eliminate the need for water. Yet, the volume of electrolyte above the plates may eventually become depleted due to abnormal conditions such as high heat or improper regulator setting. Use a voltmeter to check the state of charge. If the reading is 12.4 volts or below, charge the battery. Never attempt to open a maintenance free, non-accessible battery. Serious injury could result.

Bendix ABS Recall

Bendix and vehicle manufacturers have become aware of reported incidents on certain air brake vehicles of unwanted temporary ABS activation at low speeds. The issue can arise on vehicles equipped with an electronic control unit (ECU) with the model number EC-17-1030R, in combination with certain installation or equipment issues that can generate a type of erratic false wheel speed signal. The installation issue that can cause this issue is a chafed sensor wire rubbing on a rotating component. The equipment issue that can cause this issue is a displaced tone ring.

Vehicle manufacturers are in the process of recalling vehicles equipped with this EC-17-1030R. These recalls are being done on a prioritized remedy plan with buses being addressed first. Sufficient bus ECU's will be available to begin the change-out by mid-October.

Some important facts on how this issue affects buses follow:

- Over 46,000 buses equipped with this ECU have been on the road for over 2-1/2 years
- There have been no bus accidents or injuries attributable to the EC-17-1030R
- Far less than 1% (.035%) of buses equipped with the EC-17-1030R have reported unexpected ABS activity at low speed (generally under 10-15 mph), which may "feel" like a temporary loss of braking capability
- Full braking is restored after a few seconds of temporary ABS activity
- For there to be a risk of unwanted ABS activation, vehicles must have both an EC-17-1030R and one of the installation or equipment issues
- We recommend that vehicle owners inspect for wheel speed sensor cable abrasion chafing against rotating components, such as the wheel rim or brake drum
- We recommend that if the ABS warning lamp comes on that vehicle owners have their vehicles serviced, even if the light goes out
- Issue only affects air braked vehicles, not hydraulic
- If a driver senses a loss of brakes and cannot stop the vehicle, he or she can apply can apply the parking brake to stop the vehicle.

Drivers of buses without anti-compounding can apply the parking brake by pulling the yellow dash button out, with anti-compounding, drivers should be reminded to remove their foot from the brake pedal and then pull the yellow dash button out. Most buses are equipped with anti-compounding.

When you are informed that your parts are available, we encourage you to follow-through and get the new parts installed.

Charles Gauthier, executive director of the National Association of State Directors of Pupil Transportation Services, an organization that promotes safe school transportation, told CNN on Sunday, September 3, 2000, that safety recalls are not uncommon. Mr. Gauthier went on to say that parents should keep in mind that buses are still going to be 100 times safer than even driving your children to school. "If this recall was of such a severe safety nature, Thomas Built buses and, certainly, the National Highway Traffic Safety Administration would have ordered these buses to be taken out of service

immediately and not used until it's fixed and that is not the case," Mr. Gauthier said. Bendix agrees with Mr. Gauthier's assessment.

Bendix, the vehicle manufacturers and the National Highway Traffic Safety Administration are recommending that all buses affected by this recall be inspected for wheel speed sensor cable abrasion chaffing and for tone ring issues via ABS diagnostics (LED or diagnostic tools) and are not recommending that the buses be taken out of service.

Bendix has established a toll-free call center for anyone requesting more information about the recall of vehicles equipped with the EC-17-1030R. This call center will operate Monday through Friday from 8:00 a.m. to 10:00 p.m. EST and Saturdays from 9:00 a.m. to 3:00 p.m. EST. You can reach the call center at 1-800-478-1793.

More tires included in the Firestone tire recall

The National Highway Traffic Safety Administration (NHTSA) is recommending that owners of vehicles with certain models and sizes of Firestone tires not already being recalled by Firestone take a number of actions to assure their safety, based on NHTSA's analysis of Firestone's data.

On May 2, 2000, NHTSA opened a defect investigation into approximately 47 million ATX, ATXII, and Wilderness tires manufactured by Bridgestone/Firestone, Inc. (Firestone). On August 9, Firestone announced that it was recalling 14.4 million of the tires under investigation. These include all Firestone ATX and ATXII tires of the P235/75RI5 size manufactured since 1991 and all Wilderness AT tires of that same size manufactured at Firestone's Decatur, IL plant. Firestone has estimated that about 6.5 million of these tires were still in service as of that date.

NHTSA has continued its investigation into the remaining tires. As part of that investigation, NHTSA has reviewed data provided by Firestone on property damage claims, personal injury claims, and lawsuits regarding the tires under investigation. Although its investigation is not complete, that review indicated that the rate of tread separations for certain other tire models and sizes exceed those of the recalled tires, sometimes by a large margin. Therefore, NHTSA is concerned about the possible safety risk associated with those tires.

On August 30, 2000, NHTSA staff met with Firestone representatives in Washington and recommended that Firestone expand the recall to include these tire models. On August 31, Firestone advised NHTSA that it would not voluntarily expand the recall at this time. We are continuing our investigation, which may result in an order directing Firestone to recall these tires and any other defective tires. However, in view of the potential safety risk, NHTSA believes that it is important to alert the public of its concerns now.

The tire models with the high tread separation rates are set out in an Attachment to this advisory. A total of approximately 1.4 million of these tires were produced. However, since many of them were manufactured many years ago, it is likely that far fewer are currently on the road. Most of them were sold as replacement equipment and were not installed as original tires on new cars.

Since Firestone has chosen not to expand the recall at this time, you may not be able to obtain free replacement tires from Firestone. However, in light of these concerns, NHTSA recommends that you consider replacing the tires in question and that you retain all documentation.

If you have one of these tires on your vehicle, you should take the following steps:

- Check your tires to be sure there are no visible signs of a problem.
- Be sure your tires are properly inflated.
- Do not drive at a high rate of speed, particularly in hot weather. If possible, choose roads with relatively low speed limits.
- Make sure your vehicle is not overloaded.
- Wear your seatbelt.

Please be aware that while these precautions are good general guidelines to tire safety, they may not prevent a tire failure.

NHTSA will be moving to rapidly complete its defect investigation into these particular tires as well as the remaining Firestone tires under investigation. If the agency concludes that other tires should be recalled, it will act promptly to assure that the public is protected.

TIRES INCLUDED IN THE SEPTEMBER 1, 2000 CONSUMER ADVISORY

<u>Tire Line</u>	<u>Size</u>	<u>Plant</u>	<u>Original Installation**</u>
ATX	P205 / 75R15	VD	1991 Chevy Blazer
ATX	P225 / 75R15	HY	
ATX	30x9.50R15LT	VD	
ATX	31x10.50R15LT	VD	1991 – 1994 Nissan Pick Up
ATX	32x11.50R15LT	VD	
ATX	31x10.50R16.5LT	VD	
ATX	33x12.50R16.5LT	VD	
Fire hawk ATX	27x8.50R14LT	VD	
Firehawk ATX	235 / 75R15 *	VD	
Firehawk ATX	30x9.50R15LT	VD	
Firehawk ATX	31x10.50R15LT	VD	
Firehawk ATX	32x11.50R15LT	VD	
Firehawk ATX	33x12.50R15LT	VD	
Firehawk ATX	265 / 75R16LT	VD	
Firehawk ATX	255 / 85R16LT	VD	
Firehawk ATX	31x10.50R16.5LT	VD	
Firehawk ATX	33x12.5R16.5LT	VD	
ATX 23 Degree	31x10.50R15LT	VD	
ATX 23 Degree	33x12.50R16.5LT	VD	
Widetrack Radial Baja	P225 / 75R15	HY	
Widetrack Radial Baja	32x11.50R15LT	VD	
Wilderness AT	P235 / 70R16	W2	1996 – 1998 Ford F150
Wilderness AT	33x12.50R16.5LT	VD	
Wilderness HT	P255 / 70R15	VD	

* Firestone's lists this model as a LTP235/75RI S.

** Only some of the listed models had these tires installed as original equipment.

The majority of the tires listed above were sold as replacements in the aftermarket mostly for light trucks and SUV'S. In the right column are vehicles upon which the tires were originally installed by the vehicle manufacturer when new.

How do I know if my tires are included?

A. First you need to read the model name off the sidewall of your tire and verify that it's on the above list. Once you establish that you have one of the models listed above, you need to check the tire size and verify it's on the list. The tire size is located on both sides of the tire in raised letters. The tire size should be one of the sizes listed above.

B. Next you need to locate the DOT code to determine where your tire was built (plant). The DOT numbers located on the blackwall side of the tire, under the F in Firestone and it is 10 characters long, and it starts with DOT. Since this code is on the blackwall side of the tire, and not on the outside of the tire, you may need to crawl underneath your vehicle with a flashlight to find the code. There may be spaces in between some of the numbers, but be sure to count all 10 characters to ensure you have found the proper code. Examples include:

DOT VDHL1 PM046

DOT W2HL1M0470

DOT VDHLA16089

The first two letters of the DOT code are the DOT plant code (see right hand column above). If the first two letters of the DOT code are VD, HY, or W2 and you have the tire line and size shown above, then your tires are on the consumer advisory list.

SUMMARY OF CONFIRMED MOD 97 DEFECTIVE MATERIAL

COG / NSN:	9Z/5330-00-244-9277
CONTRACT NR:	ALL
NOMENCLATURE:	RUBBER SHEET, SOLID
P/N:	MIL-G-1149C
CAGE / MANUFACTURER:	N/A
NAVICP-MECH CASE NR:	00-00239-9Z-05
CONTROL NR:	100060012
REFERENCE:	DSCP-IBBC LTR DTD 13 JUN 00
(NOTAL)	
CONDITION CODE:	J

REMARKS: INSPECT ALL MATERIAL IDENTIFIED TO ABOVE NSN FOR RUBBER SHEETS THAT HAVE AIR BUBBLES, BLISTERS, CONTAMINATION OR THAT ARE MISSING THE REQUIRED MARKINGS

WHICH ARE 'MILITARY SPECIFICATION NUMBER MIL-G-1149, TYPE 1, CLASS 2' AND AN APPLICABLE CURE DATE (QUARTER AND YEAR). ANY MATERIAL FOUND TO HAVE SURFACE DEFICIENCIES OR MISSING THE REQUIRED MARKINGS SHOULD BE SUSPENDED AND REPORTED DIRECTLY TO DSCP AS NOTED BELOW. ALL OTHER MATERIAL SHOULD BE RETAINED IN CONDITION CODE "A".

REPORTING/DISPOSITION INSTRUCTION:

X Segregate material described above and report quantities via SF368 to the IM listed below. Include the NAVICP-MECH Case Nr., and either the original MILSTRIP Document Nr. Or a constructed MILSTRIP Document Nr. Per DOD 4000.25-7-M.

Dispose of material in a manner to preclude reentry into the Supply System.

MAIL QDR TO:

COMMANDER
ATTN: DSCP-ILBA
DEFENSE SUPPLY CENTER, PHILADELPHIA
700 ROBBINS AVENUE
PHILADELPHIA, PA 19111-5096

OTHER: DSCC point of contact is N. Nicolella, DSCP-IBBC, DSN 444-3933 or Commercial (215) 697-3933.

VEHICLE RECALLS

CARS AND LIGHT DUTY TRUCKS

DaimlerChrysler Corporation
Models: Dodge Dakota Years: 1997-2000
Number Involved: 40,000
Dates of Manufacture: July 1996 - September 1999

Defect: Certain pickup trucks built with 2.5L engines have been built with inadequate clearance between the left front brake tube and the power steering hose. A puncture of the left front brake tube can result in a loss of braking force at the front wheels, increasing the risk of a crash.

Remedy: Dealers will inspect the brake tube and power steering hose for wear. If wear is evident, the brake tube and/or power steering hose will be replaced. A power steering standoff bracket will be installed on all vehicles to ensure that adequate clearance between the brake tube and power steering hose is maintained. The manufacturer has reported that owner notification is expected to begin during September 2000. Owners

who do not receive the free remedy within a reasonable time should contact DaimlerChrysler at 1-800-992-1997.

[NHTSA Recall No. 00V193/DaimlerChrysler Recall No. 870]

DaimlerChrysler Corporation

Models: Jeep Grand Cherokee Year: 2000

Number Involved: 1,500

Dates of Manufacture: June 2000

Defect: Certain sport utility vehicles have been built with fuel tanks with suspect vent tube welds. Separation of the vent tube weld could result in a fuel leak. Fuel leakage in the presence of an ignition source could result in a fire.

Remedy: Dealers will replace any fuel tanks built in the suspect time period. The vehicle will be inspected and if the bar code on the fuel tank indicates that the tank was built during the suspect period, it will be replaced. The manufacturer has reported that owner notification is expected to begin during August 2000. Owners who do not receive the free remedy within a reasonable time should contact DaimlerChrysler at 1-800-992-1997.

[NHTSA Recall No. 00V195/DaimlerChrysler Recall No. 887]

DaimlerChrysler Corporation

Models: Dodge Dakota Year: 2000

Number Involved: 20,000

Dates of Manufacture: December 1999 - March 2000

Defect: On certain pickup trucks equipped with 4.7L engine and automatic transmissions, the automatic transmission may expel fluid from the fill tube during normal temperature operation. The transmission fluid could come into contact with the hot exhaust system and ignition of the transmission fluid could result.

Remedy: Dealers will shorten the vent hose and assure adequate clearance. The manufacturer has reported that owner notification is expected to begin during August 2000. Owners who do not receive the free remedy within a reasonable time should contact DaimlerChrysler at 1-800-992-1997.

[NHTSA Recall No. 00V197/DaimlerChrysler Recall No. 890]

DaimlerChrysler Corporation

Models: Dodge Dakota Years: 1997-2000

Number Involved: 437,000

Dates of Manufacture: July 1996 - August 1999

Defect: Certain pickup trucks may have been built with inadequate clearance between the rear axle vent hose and the brake hose. Abrasion of the rear brake hose can result in a leak and a loss of braking force at the rear wheels, increasing the risk of a crash.

Remedy: Dealers will inspect the rear brake hose for evidence of wear. Worn brake hoses will be replaced. The rear vent hose will be shortened by 3 inches and a clip will be installed to ensure that clearance between the axle vent line and brake hose is maintained. The manufacturer has reported that owner notification is expected to begin during

September 2000. Owners who do not receive the free remedy within a reasonable time should contact DaimlerChrysler at 1-800-992-1997.

[NHTSA Recall No. 00V198/DaimlerChrysler Recall No. 891]

DaimlerChrysler Corporation

Models: Dodge Dakota Year: 1997

Number Involved: 92,000

Dates of Manufacture: July 1996 - June 1997

Defect: Certain pickup trucks with a 131-inch wheelbase may have been built with inadequate clearance between the fuel line and the cab underbody. This contact can result in wear, and after extended contact, could cause a perforation in the fuel line, resulting in leakage. Fuel leakage in the presence of an ignition source could result in a fire.

Remedy: Dealers will inspect the vehicles for proper clearance. Fuel lines that exhibit inadequate clearance will be replaced with a redesigned fuel line that will ensure proper clearance. The manufacturer has reported that owner notification is expected to begin during September 2000. Owners who do not receive the free remedy within a reasonable time should contact DaimlerChrysler at 1-800-992-1997.

[NHTSA Recall No. 00V199/DaimlerChrysler Recall No. 892]

Ford Motor Company

Models:

Ford Explorer Year: 2000

Mercury Mountaineer Year: 2000

Number Involved: 3,002

Dates of Manufacture: June 2000

Defect: Certain 4-door sport utility vehicles equipped with side air bags have a revised level side crash sensor that could deploy the side air bag if the ignition key is in the "run" position and the seatbelt webbing is forcibly extracted from a locked retractor with a jerking motion. Inadvertent side air bag deployment could cause personal injury to the seat occupant.

Remedy: Dealers will replace the side crash sensors with a revised design that will reduce the likelihood of an unexpected side air bag deployment. The manufacturer has reported that owner notification began July 24, 2000. Owners who do not receive the free remedy within a reasonable time should contact Ford at 1-800-392-3673.

[NHTSA Recall No. 00V179/Ford Recall No. 00S17]

Ford Motor Company

Models:

Ford Crown Victoria Years: 1998-2000

Mercury Grand Marquis Years: 1998-2000

Lincoln Town Car Years: 1998-2000

Number Involved: 875,000

Defect: Certain passenger vehicles have jacking instructions, which if followed, could cause the vehicle operator to place the jack on a frame weld when attempting to raise a rear wheel. If the vehicle is jacked up with the jack placed on the frame weld and if the vehicle is free to roll (wheels not blocked or chocked), the jack could yield and the vehicle may drop suddenly. If this occurs and any portion of the operator's body is under the vehicle, the potential for personal injury exists.

Remedy: Owners will be provided with a revised Jack Instruction and Stowage Card and Jack Warning Label, as well as a supplement to the owner guide. The manufacturer has reported that owner notification began July 24, 2000. Owners who do not receive the free instructions and label within a reasonable time should contact Ford at 1-800-392-3673.

[NHTSA Recall No. 00V200/Ford Recall No. 00S13]

MEDIUM / HEAVY DUTY TRUCKS, SCHOOL BUSES

International Truck and Engine Corporation

Models:

International 2000 Years: 1998-2000

International 3000 Years: 1998-2000

International 4000 Years: 1998-2000

International 9000 Years: 1998-2000

Number Involved: 104,302

Dates of Manufacture: March 1998 - May 2000

Defect: On certain heavy duty trucks built with Bendix AIR ABS, the ABS sensor wires on rotating parts chafe, which can lead to a false signal being sent to the Bendix ABS Electronic Control Unit (ECU). This could cause the AIR ABS ECU to exhaust the air at the air brake modulators for one or more of the wheels, leading to an increase in stopping distance. Should a driver not anticipate the extra stopping distance, this condition could cause a crash.

Remedy: Dealers will inspect the sensor wiring routing and re-route or replace the ABS sensors as required. The manufacturer has reported that owner notification began July 24, 2000. Owners who do not receive the free remedy within a reasonable time should contact International at 1-800-448-7825.

[NHTSA Recall No. 00V176001/International Recall No. 00505]